

## WANTS A FRANCHISE TO SELL

## FACTS ABOUT THE RAILROAD SITUATION IN ALASKA.

A Company That Has Built Only Half a Mile of Road in Three Years Asks Congress for Another Extension of Time to Embarrass a Bonafide Company That Has Built 54 Miles of Road.

WASHINGTON, Feb. 14.—It is expected that an attempt will be made in the House of Representatives to-morrow, under suspension of the rules, to pass a bill granting to a concern known as the Alaska-Pacific and Terminal Railway Company an extension of time for building a railroad in Alaska. If the bill is defeated, the event will probably put an end to the existence of a lobby which has infested the capital every winter for the last three years. If the bill is passed, the promoters of the lobby will have something to sell at a price as high as \$1,000,000. Failing to get their price, and fortified by the act of Congress, they may prevent legitimate interests for many years from building a railroad through the richest part of Alaska. In no event is it likely that they will build a railroad themselves.

The Alaska railroad situation has become a scandal to which little publicity has been given but which has attracted the serious attention of several persons, including the Secretary of the Interior. It was against Secretary Garfield's recommendation that the House Committee on Territories in reporting the bill refused to accept an amendment proposed by him which would have cleansed the situation. It may be regarded as of some interest that the chief promoter of the Alaska-Pacific Company and of the bill which it is proposed to pass to-morrow in the interest of that company is T. M. Barnsdall of Pittsburgh. Mr. Barnsdall is well known to readers of THE SUN and other newspapers as a promoter of several projects. One of the most notable of these was brought to public attention by the application, with the late Gov. Higgins of New York and other influential persons, for the capital of the Indian Territory. Mr. Barnsdall, an enterprising man who has successfully mined in the bud by Ethan Allen Hitchcock, then Secretary of the Interior.

The bill which the House will probably be asked to pass to-morrow grants to Mr. Barnsdall's Alaska railway enterprise an extension of one year from March 15 in which to file a definite location and accomplish the construction of at least twenty miles or more of railroad. In the last three years, the company's time having been extended by Congress from year to year, one-half mile of railroad has been built. In the meantime the Copper River Railway Company and the Copper River and the Western Railway Company, sister corporations, have built the largest financial institutions in the United States, asking no grants or special favors of Congress, have constructed fifty-four miles of road through the same district in Alaska and expended more than \$5,000,000 in cash. Contracts for further construction have been let to the extent of \$10,000,000. Now there is a conflict between the Copper River Company and Mr. Barnsdall's Alaska-Pacific Company.

Both these railway enterprises, one of them bona fide and the other consisting largely of white paper and of bills which Mr. Barnsdall has caused to be introduced in Congress, contemplate the building of railroads in the region north and east of Prince William Sound in Alaska. Known deposits of copper and coal, the latter of the finest quality found anywhere west of the Pennsylvania anthracite field, are the objective points of railway construction. The Copper River Company has built fifty-four miles of track inland from Cordova, the seaport terminal, and has contracted for 16 miles more. The Alaska-Pacific has built half a mile of road near Deep Water, opposite Martins Island. The conflict of interests did not arise until the Copper River line reached the Valley of the Copper, a point fifty-four miles from the most advanced construction work of the Alaska-Pacific company. Then the Alaska-Pacific claimed prior title to the preliminary location of its proposed line through the territory about to be traversed by the construction forces of the Copper River Company.

On March 11, 1908, an act was passed by Congress extending for another year the time allowed under the law to the Alaska-Pacific (Barnsdall) Company for filing its map of definite location of the next twenty miles of road and for the construction of that twenty mile section. This company has made so little progress in railway building that it has never had occasion to file with the Interior Department its map of definite location covering the territory already reached by the advanced construction of the Copper River road. This has made no difference to the Barnsdall concern, for the company, with the record of half a mile of railroad construction in three years, has been able to secure repeated extensions of time through special acts of Congress.

But it makes all the difference in the world to the builders of the bonafide Copper River road, for the Assistant Commissioner of the General Land Office on April 11 last rendered a decision that since Congress had by special act extended the time of the Barnsdall company for filing a definite location and for further construction, the company had received a restoration of rights acquired by its original filing of preliminary location. In language not technical this means simply that a company having no intention of building a railroad could by dilatory and dog in the manger methods, assisted by a special act of Congress, hold up all bonafide railroad construction by others or force those others to purchase their "rights" for cash.

This potential or actual means of gigantic graft was frowned upon by Secretary of the Interior Garfield when the bill was introduced this winter granting another year's extension of time to the Barnsdall outfit. In regular course the bill (H. R. 25,553) was referred to Secretary Garfield for report. He recommended an amendment which would require a guarantee of actual construction adequate in extent from a company which has taken three years to lay half a mile of track and stipulating that the proposed act should not confer a right to hinder actual construction by other companies. Mr. Garfield wrote to the House Committee on Territories on the 20th of last month and he did not mince words. He said in concluding his report on the bill which the House may be asked to pass to-morrow:

It is extremely doubtful whether extensions of time should be given to a railway company by act of Congress unless it is apparent that such extensions will allow the company to whom the extension is granted to remain passively for a considerable

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erable period of time as a hindrance to the actual construction of a railroad needed for the development of the country or unless some provision is attached to the bill for extension of time which will prevent such interference with development.

The extension of time provided in the bill would make it possible for the Alaska company to continue until March 15, 1910, in exclusive possession of a right of way which, I understand, is actually needed for the public interest. It can do this without one particle of work, and if it does the perfunctory work for filing definite maps of location before March 15, 1910, it can continue such exclusive possession for the rest of its right of way until five years from the date of the passage of the act. This is not a right which the company can demand. It is a favor which it asks. The bill provides for no guarantee that the Alaska company in return for the favor of extension will actually and with reasonable diligence construct its road. I respectfully suggest to the committee that in considering this and other requests for legislative extension of time to railroad companies Congress should provide definitely a guarantee of construction and investigate as to whether the extension will interfere with actual and needed construction work.

Reports have come to Washington from time to time that the company which has built the half mile of railroad in three years and has maintained a lobby in Washington several winters seeking repeated extensions of time has on two occasions offered to sell out its "rights" to the active and strongly financed Copper River company. While these overtures have been made this Barnsdall company has done little actual construction work, but has been patiently waiting for something. The waiting and expectant company claims priority in the preliminary filing of route maps over fragmentary portions of the road in the General Land Office, but it is well known to the Alaska people that this enterprising concern gained this priority by going hotfoot to the General Land Office after it became noised abroad that capitalists of wide reputation were willing to begin bona fide construction of a trunk line of railway in the Territory.

The amiable purpose of the Barnsdall company to make money out of special grants of Congress is all the more interesting because its promoters have hidden their real object and aroused the prejudice of members of Congress by raising the cry that the Copper River company is an enormous money power seeking to gobble up all of Alaska. The fact is that such a feat could be accomplished in no other way than by granting of special privileges such as the Barnsdall company is now seeking from Congress.

## BIG PURCHASE OF COAL LAND.

Standard Oil Interests Said to Be Buying in West Virginia.

MORGANTOWN, W. Va., Feb. 14.—It is announced here to-day that the Cochran Coal Company has been bought by the Standard Oil Company. This company consists of 12,500 acres of coal of the nine foot vein and the price is given as \$250 an acre. With the coal go valuable mining rights and surface privileges. The property lies to the west of the Monongahela River, extending back from it about twelve miles. Following closely upon the change in ownership of stock of the Chesapeake and Ohio Railroad, this purchase taken to mean that the latter road will eventually reach here by the purchase of the Coal and Coke Railroad and the Morgantown and Kingswood Railroad.

It is learned that several larger tracts in this county and the adjoining counties of Greene and Fayette in Pennsylvania are held under option by persons whose identity has not been disclosed but who are supposed to have bought the Cochran field.

## The Weather.

Cloudy and unsettled weather with scattered light snow in the Lake regions and the New England States and heavy rain in the Ohio Valley and a few sections of the middle Atlantic States were due yesterday to the advancing colder weather from the West.

The temperature had fallen very perceptibly throughout the central States and east to the Allegheny Mountains.

It was generally colder south as far as Arkansas and northern Louisiana.

The cold wave should be felt moderately in the Atlantic States by Monday night.

In this city the day was partly cloudy, with light rain beginning in the evening; cooler, fresh to brisk southeasterly winds; average humidity, 78 per cent; barometer, corrected to sea level, at 8 A. M., 30.41; 3 P. M., 30.34.

The temperature yesterday, as recorded by the official thermometer, is shown in the annexed table.

For eastern New York, snow in eastern and rain or snow in southern portion to-day; much colder at night; fair and colder to-morrow; increasing winds becoming northwesterly and high to-morrow.

For New England, rain or snow in southern and snow in northern portion to-day; much colder to-morrow and fair and colder in northern portions; brisk to high shifting winds becoming northwesterly to-night.

For eastern Pennsylvania, rain to-day; possibly turning into snow and colder in northern portions; brisk to high shifting winds becoming northwesterly and high to-night; fair and colder to-morrow; variable winds becoming northwesterly and high to-night.

For New Jersey and Delaware, rain to-day; much colder to-morrow; fair and colder in northern portions; brisk to high shifting winds becoming northwesterly to-night and increasing.

For Maryland, snow and colder in western and rain, possibly turning into snow, in eastern portion to-day; much colder to-night; fair and colder to-morrow; winds becoming northwesterly and high to-night.

For the District of Columbia, rain to-day; possibly turning into snow; colder in the afternoon and much colder at night; fair and colder to-morrow; winds becoming northwesterly and high to-night.

For western New York, snow to-day and colder at night; snow to-morrow; brisk to high shifting winds becoming northwesterly and high to-night.

For western Pennsylvania, snow and colder to-day; much colder in southern portion, with rain or snow in northern portion to-day; much colder to-morrow and probably snow furries near Lake Erie; brisk to high shifting winds.

## TWO CUNARDERS AT ONCE

## LUSITANIA MADE A SUNDAY BOAT BY SEA MISHAPS.

Carolina Got to the Hook Just Ahead of Her and They Were Anchored in Company All Saturday Night—Carolina Brought Wives of Naval Officers.

The Cunarder Lusitania, which holds the record from Queenstown to this port, was a Sunday ship because of mishaps of the sea. Although her passengers could see the glow of the city's lights from the point off the Hook where she anchored on Saturday night they did not land until yesterday morning. Under the Government regulations liners cannot use the Ambrose channel after sunset and the commander of the Lusitania, Capt. Turner, would not venture up the winding ship channel in the dark.

The big turbine did not have enough coal aboard when she departed from Liverpool so the line's representatives at Queenstown were notified to have 600 more tons ready in a barge to go alongside when she got there. The trip down the Mersey was tumultuous and the Lusitania found the seas of Queenstown too high to permit her to take on passengers. She anchored over night and on Monday afternoon received her mails, passengers and coal. The seas were still heavy and the chain cable of one of her bowers parted while she was coaling. She headed off shore and kept moving until she could return to the barge and take on the rest of the coal. She left on the bottom the big anchor that could not hold her.

In the nautical day between noon on Wednesday and noon on Thursday she got the worst lambasting that the wild Atlantic gave her on the several very stormy days of the trip. She shipped a comb over starboard bow, which carried away a section of the weather rail forward. In the middle of the riot a baby was born in the steerage and christened Samuel Cunard Kelly. The storm was too much for the little chap and he died the next day and was buried at sea.

A few hours before the Lusitania anchored off the Ambrose Channel lightship the Cunarder Carolina, from the Mediterranean, came up within sight of her, and the ships were in company all night at anchor. Joseph Lancaster, who is the purser of the Lusitania, called up his son, who is assistant purser of the Carolina, and they swapped wireless family greetings. Both ships anchored in the Quarantine yesterday morning. The Carolina, preceding the Lusitania by a few lengths up the Ambrose Channel. It was said that it was the first time in the history of the line that two of its ships have entered the port of New York together.

While the Carolina was at Fiume on a previous voyage Capt. Dow and First Officer Palfrey were in the liner when it put out a fire aboard the Austrian steamship Voorwaarts, which was moored near the Carolina. Capt. Dow put the ship's searchlight on the burning vessel and his men under First Officer Palfrey played hose on the fire, going into the smothering smoke in the hold. When the Carolina stopped at Fiume on the trip hither returned the Carolina's searchlight on the Voorwaarts, which owns the Voorwaarts, gave Capt. Dow and First Officer Palfrey good wishes.

The Carolina sailed from Gibraltar on February 5, last, before the American battleships headed for Newport News. As a commander in the British Naval Reserve Capt. Dow is entitled to the same privileges and honors as a naval officer.

Among the Carolina's passengers were the wives of several officers of the battleship fleet, including Mrs. B. H. Brooke, Mrs. J. J. Sanford, Mrs. J. M. Burnell, Mrs. O. H. Hambrick and Mrs. Frank Lyon. They have been stopping at ports at which the battleship fleet touched, to see their husbands and will join them at Newport News.

Corona was Prof. Ariani Adriano, a pianist, who will tour in concert here; H. Collins, son of Dr. Collins of San Francisco, who chartered a yacht and Naples and went to Messina to help the earthquake sufferers; Señora Sacramento Garcia and Señora De Lara and Des Julius, dancers and singers of Madrid bound for Mexico at night.

In the saloon on Saturday night for the seamen's charities.

## TO REMOVE KNOX'S DISABILITY.

The House Will Pass the Senate Bill Without Difficulty.

WASHINGTON, Feb. 14.—Unless the leaders are deceived the bill reported to the House yesterday removing the constitutional bar to Senator Knox's acceptance of the office of Secretary of State in the Taft Cabinet will be passed without difficulty. The measure has passed the Senate. When the disclosure "as made that Mr. Knox was constitutionally ineligible for the Cabinet, as a law increasing the emoluments attaching to that office had been enacted during his present term, many House members expressed a purpose to contest any bill that might be offered to obviate the constitutional prohibition. Since then there has been change of sentiment. The House will not divide on party lines on the bill for the relief of Mr. Knox. While a majority of the Democrats will vote against it, Minority Leader Champ Clark is authority for the statement that no effort has been made to line up his followers in opposition. The Republicans almost to a man will vote for the bill, which will also be supported by some Democrats.

## CHARGE DISCRIMINATION.

Copper Smelters Accuse Railroads of Having Two Prices for Carrying Coke.

WASHINGTON, Feb. 14.—Copper smelting companies have filed with the Interstate Commerce Commission complaints against the Baltimore and Ohio and other railroads, alleging discrimination in the rates for transportation of coke from the Eastern coke fields to smelters in Texas and Arizona. The complaints, which are filed by the Copper Queen Consolidated Mining Company, the old Dominion Copper Mining and Smelting Company and the Detroit Copper Mining Company, say that the railroads overcharge 30 cents a ton from the coking region to Chicago on coke used for the smelting of copper. When the coke is to be used for smelting iron or for other purposes the rate from West Virginia points to Chicago, given as an example, are \$2.35 a ton, but shipped for copper smelting the rate is \$2.65 a ton. Practically all the coke used by the Southwestern smelters is shipped by way of Chicago and complaint is lodged only against the charge made for the haul to that point, the rate beyond being satisfactory.

## Emergency Appeal

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## FATE OF STATEHOOD BILL.

The House Will Pass It, but Its Passage by the Senate Is Doubtful.

WASHINGTON, Feb. 14.—There will be two spectators of the proceedings in the House of Representatives to-morrow who will watch the course of the Statehood bill with intense interest. Mark A. Smith, Democrat, and William H. Andrews, Republican, are the men in question. Smith is the Delegate in Congress from Arizona and Andrews the Delegate from New Mexico. It is conceded generally that if Arizona and New Mexico are given Statehood at this time Messrs. Smith and Andrews will be transferred to the Senate. At least they are expecting such honors.

Mr. Andrews, popularly known as "Bull," has been in training for the Senate for many years. So has Mr. Smith for that matter. Mr. Andrews got his early training in politics under the tutelage of the late Senator Quay of Pennsylvania. For a long time he was one of Quay's lieutenants. Seeing no chance for Senatorial honors in Pennsylvania, he went to New Mexico, and he believes he is about to realize his ambition. Mr. Smith has been Delegate from Arizona for sixteen years and was defeated for reelection last November by Ralph H. Cameron, a Republican.

No doubt it is expected that the Statehood bill will be passed by the House. It was reported unanimously by the Committee on Territories. In addition to this Statehood for Arizona and New Mexico was made the subject of a plank in each of the 1908 platforms of the Democratic and Republican parties. The fate of the measure in the Senate is problematical. The impression appears to prevail that the Senate will not grant Statehood to the Territories at this session.

## RAINEY SAYS HE HAS THE GOODS

Nothing to Take Back of His Charges of Graft in Panama Canal Deal.

WASHINGTON, Feb. 14.—President-elect Taft's declaration at Meridian, Miss., yesterday that "people should not be led astray by buncombe speeches on the floor of the House" provoked Representative Rainey of Illinois to public utterance to-day. Mr. Taft was speaking about the Panama Canal, and while he did not mention Mr. Rainey by name it is assumed by the Illinois member that his recent speeches relative to affairs on the Isthmus, in which the names of William Nelson Cromwell, Charles P. Taft and others appeared, was in Mr. Taft's mind.

"Neither Mr. Taft nor any one else has as yet made a real answer to my charges concerning the spoliation scheme now being attempted upon the Isthmus of Panama," said Mr. Rainey. "I can deliver the goods and will do so. I am only waiting for those who are now attacking me to conclude those attacks. To my mind the real friend of the canal project is he who has the foresight to see graft in its accomplices."

Referring to those who have defended Mr. Cromwell, Charles P. Taft and others he had attacked Mr. Rainey said:

"They have overlooked the real issues and instead have come forward as mere character witnesses for Cromwell and others who are behind one of the most repulsive grafts ever undertaken. I have made no attack upon any one. As Panama Canal project itself, I am in hearty sympathy with it, as are all the American people, but I offered evidence to show that it is a scheme to acquire the various timber and railroad rights of the Isthmus by improper means and that the present Administration and the incoming Administration are both aware of it. I will make no final speech on the floor of the House I shall not make an apology to President Obaldia. Mr. Taft, Mr. Cromwell or any one else."

At the conclusion of his speech President Obaldia of Panama was sensational in the extreme. He practically charged Obaldia with committing what amounted to a treasonable act. He then read a letter addressed by Secretary of State Bacon to Minister Arosemena of Panama.

## THE NAVAL COMMISSION.

Its Report on Reorganization Expected to Reach the President This Week.

WASHINGTON, Feb. 14.—The Naval Reorganization Commission appointed by President Roosevelt several weeks ago to make a detailed report and submit a programme of legislation for the reorganization of the naval establishment will hold a meeting next Friday afternoon at the Navy Department. At this meeting a complete report will be drawn up for submission to the President. This report will probably be laid before the Congressional committee on the subject of naval reorganization introduced by Senator Hale, chairman of the Senate Naval Committee. This commission will be composed of twelve members, six to represent Congress, the other six to be appointed by President Roosevelt. Three members will be named by the Speaker of the House and three by the Vice-President.

The reorganization provides that the Presidential appointees be named from civil life and from the navy. The three civilians on the board will probably be Mr. Moody, Paul Morton and Judge Dayton, while the members of the present reorganization commission appointed by the President. The naval members will probably be Rear Admirals Luce and Mahan, retiring and Sprague. The resolution provides that one of the naval members shall be designated from the active list.

Report on the operation of the recent administrative changes of navy days will reach the Navy Department within the next few days from the commandants of the yards and it is expected that Secretary of the Navy Newberry will transmit these reports to Congress.

## NO WIRELESS FROM THE FLEET.

The Battleships Expected to Arrive in Hampton Roads on Feb. 22.

WASHINGTON, Feb. 14.—Although the Atlantic battleship fleet, now in mid-Atlantic on the last leg of its worldwide cruise, is within wireless range of the coast, wireless messages were received at the Navy Department to-day from Rear Admiral Sperry, commanding officer of the fleet. This is believed to be due to the interference of amateur wireless operators who have been sending messages up and down the coast so rapidly that the Government wireless stations have not been able to receive messages from the fleet. This condition of affairs, naval officials believe, is a strong argument for Federal control of wireless stations.

The third squadron of the Atlantic fleet, in command of Rear Admiral Conway H. Arnold, will probably join the Atlantic fleet within the next few days about one thousand miles east of Hampton Roads. Several days will be spent in fleet maneuvers and drills before starting for Hampton Roads, where the fleet will meet on February 22.

The fleet will pass the tail of the Horse shoe promptly at 11 o'clock and the flag-ship Connecticut will lead the long column of battleships. Hampton Roads will witness the review from the quarterdeck of the Mayflower. The battleships will anchor at 2:30 and Admiral Sperry, the commanders and Captains of the various battleships will go aboard the Mayflower to pay their respects to the President and Secretary Newberry.

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## GOMEZ WORKS FOR PEACE.

Cuban Factions Hold Conference—Split With Zayas Threatened.

Special Cable Despatch to THE SUN.

HAVANA, Feb. 14.—President Gomez has held a conference with the leading Cuban factions, including Vice-President Zayas himself, for the purpose of discussing the relations between the two factions of the Liberal party, a break between them having been threatened.

The result was the announcement of an agreement for a fusion of the factions in order to carry on the Liberal Government in perfect harmony. A committee was accordingly appointed to reach a complete understanding.

If such an understanding is adhered to it will do much toward insuring stability and peace.

## THE BUSTED OPERA COMPANY.

Cooperative Members Have Barely Enough to Bring Them to Broadway.

PITTSBURGH, Feb. 14.—The Cooperative Grand Opera Company, until last week the Abramo Grand Opera Company, managed with the aid of pawnshops and friends in New York who wired money to get on board a train for New York at 3 A. M. They were a hundred of the angriest and worst "broke" artists ever sent out of Pittsburgh.

A dozen policemen were called to the Duquesne Theatre at midnight to see that bloodshed did not follow the distribution of a week's profits of the cooperative company. It had been seen early in the week by some of the far sighted ones that there would hardly be enough to carry the members back to Broadway and there was so many mutterings that was to be paid best by the house management to have the police look on while the money was split up.

It was after midnight when every one had donned street clothes that the signal was given for the company to appear in front of the house. The word was given that all women should come first. Each member of the company was to be paid a share of the proceeds in proportion to the salary contract.

The amount was not in any way what had been expected when the company was brought here from Chicago at the first of the week by the Duquesne management and there was a great howl. There was not enough to take all back to New York after the hotel bills had been paid, but some of the company had looked in on the pawnshops in the afternoon, while others had used the wires to New York friends and by 3 A. M. the company was entire, but disbanded, was on board a train for New York. Some few had sleepers, but the majority sat up.

Those who attended yesterday afternoon's session of "The Barber of Seville" are still in spasms over the affair. That the financially distressed company was making merry with Rosini's opera was apparent to those who did not understand Italian. The main characters interpolated and improvised as it suited them. Figaro, for instance, was caught intoning in Italian something about the walking being before a friend from Pittsburgh and New York, but Rosini said to be outdone, warbled back in Italian that she didn't intend to walk a step. The whole matter became so ridiculous that even the singers themselves had to laugh.

## TRAIL OF SMUGGLED OPIUM.

Steamship Steward, Under Arrest, Shows Customs Officer the Way.

The steward from the steamship Kronprinzessin Cecilie who was looked up at Police Headquarters for connection with the smuggling of opium and cocaine into this port is Herman Eberle. He was taken out yesterday at the request of Customs Inspector Charles Segal and accompanied him to several places in and around this city, where it is said evidence against the smugglers was obtained. He will be arraigned before a United States Commissioner by Special Deputy Surveyor Smyth of Surveyor Clarkson's staff. It is said that about \$15,000 worth of opium and cocaine have been smuggled into this port within the last eight months.

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## LONDON REMEMBERS LINCOLN.

Henry Irving's Son Presides at Memorial Meeting of Nonconformists.

Special Cable Despatch to THE SUN.

LONDON, Feb. 14.—Henry Brodribb Irving, the actor, son of the late Sir Henry Irving, presided this evening at a celebration of the Lincoln centenary by the nonconformist bodies of London at the Whitefield Tabernacle, which was crowded to the doors.

Among those on the platform were Sir Herbert Goswami-Hardy, a few members of Parliament and several prominent nonconformists.

## ATLANTA HONORS LINCOLN.

Confederate and Union Veterans Join in Memorial Meeting.

ATLANTA, Feb. 14.—Union and Confederate veterans united to-night in paying tribute to the memory of Abraham Lincoln. The services were held in Trinity Southern Methodist Church and many attended. The services were partly religious and one of the most eloquent tributes paid to Lincoln was by the Rev. Dr. James W. Lee, pastor of Trinity Church.

Gen. Clement A. Evans, commander in chief of the United Confederate Veterans, was one of the principal speakers. He testified to the high esteem in which the South holds the memory of Lincoln and also to the regret felt by Confederate leaders at the new of his assassination.

All agreed that the death of Lincoln was the worst thing that could have happened to the South. Gen. Scully, U. S. A., retired, spoke for the Union veterans. Trinity Church, in which the services were held, suffered severely when Sherman took Atlanta.

## RAT POISON IN HOT CAKES.

Newark Man Dead, Wife Very Ill, Because of a Breakfast Mistake.

Stanislaus Sarnowski, 23 years old, is dead and his wife, Eva, 20 years old, is thought to be dying in St. James's Hospital, Newark, as a result of eating pancakes of which an ingredient was rat poison. The couple lived at 75 Lister avenue. Mrs. Sarnowski made the cakes for breakfast yesterday and it is supposed she used the rat poison in mistake for baking powder.

Sarnowski had eaten several of the cakes before his wife sat down to the table. Soon after breakfast both became ill and were taken to St. James's Hospital. Sarnowski died a few minutes after he was admitted.

The police searched the Sarnowski home and found that a can containing rat poison had been opened recently.

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